

Message Text

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PAGE 01 USBERL 00076 111619Z
ACTION EUR-12

INFO OCT-01 ISO-00 CIAE-00 DODE-00 PM-05 H-01 INR-07
L-03 NSAE-00 PA-01 PRS-01 SP-02 SS-15 NSCE-00
SSO-00 USIE-00 INRE-00 IO-13 ACDA-12 EB-08 FAA-00
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FM USMISSION USBERLIN
TO AMEMBASSY BONN IMMEDIATE
SECSTATE WASHDC IMMEDIATE 6009
INFO AMEMBASSY ANKARA
AMEMBASSY ATHENS
AMEMBASSY BERLIN
AMEMBASSY BRUSSELS
AMEMBASSY LONDON
AMEMBASSY NICOSIA
AMEMBASSY PARIS
AMCONSUL ISTANBUL
USMISSION USNATO

C O N F I D E N T I A L USBERLIN 0076

STATE FOR EUR/CE

E.O. 11652: GDS
TAGS: PGOV, EAIR, AKB, CY
SUBJECT: ACCESS TO BERLIN: BERLIN-CYPRUS (ERCAN) CHARTER FLIGHTS
BY AEROAMERICA

REF: (A) BONN 0454, (B) USBERLIN 0064

SUMMARY: IN VIEW OF ALLIES' POLITICAL RESPONSIBILITIES FOR BERLIN'S
AIR CONNECTIONS, WE DO NOT THINK BRITISH CAN BE PERMITTED TO
REJECT "ANY FLIGHT" BETWEEN BERLIN AND CYPRUS BY "ANY ALLIED
CARRIER." END SUMMARY.

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1. AS WE UNDERSTAND REF A, BRITISH BELIEVE THERE ARE VALID
COMMERCIAL REASONS FOR CURTAILING COMMERCIAL FLIGHT OPERATIONS
BETWEEN CYPRUS AND THE UK; THERE MAY BE, BUT WE THINK THREE
POWERS' POLITICAL AND GOVERNMENTAL RESPONSIBILITIES FOR
BERLIN, AND PARTICULARLY FOR BERLIN AVIATION, MUST BE TAKEN
INTO ACCOUNT BEFORE THREE POWERS REJECT BERLIN CORRIDOR
CLEARANCE FOR FLIGHTS BETWEEN BERLIN AND ERCAN. SPECIFI-

CALLY, WE CANNOT ACCEPT BRITISH CAA'S STATEMENT THAT HE WILL NOT CONCUR IN CORRIDOR CLEARANCE FOR FLIGHT BETWEEN BERLIN AND ERCAN BY ANY ALLIED CARRIER. WOULD HE RULE OUT, FOR EXAMPLE, A MERCY FLIGHT ON THIS ROUTE?

2. IT IS IN THE INTERESTS OF BERLIN THAT THE THREE ALLIED POWERS RESPONSIBLE FOR SUSTAINING BERLIN'S AIR CONNECTIONS DEVELOP WHEREVER POSSIBLE OPPORTUNITIES FOR BERLINERS TO TRAVEL AS WELL AS FOR VISITORS TO THIS ISOLATED CITY. THE MAINTENANCE AND DEVELOPMENT OF SUCH INTERNATIONAL FLIGHT CONNECTIONS HAS MET WITH CONTINUAL OPPOSITION ON THE PART OF THE SOVIETS, WHOSE OBJECTIVES WITH RESPECT TO BERLIN AVIATION IN PARTICULAR, AND BERLIN'S TIES TO THE WEST IN GENERAL, ARE ESSENTIALLY CONTRARY TO OURS. THE OPENING OF PAN AMERICAN SERVICE BETWEEN BERLIN AND ZURICH IS A CASE IN POINT. WE TURNED ASIDE REPEATED SOVIET DEMARCHES PROTESTING THE ZURICH PROPOSAL FROM MID-1974 UNTIL THE SERVICE OPENED IN APRIL OF 1977. RECENT DATA PUBLISHED BY THE BERLIN CITY GOVERNMENT (SENAT) SHOWS THAT THIS NEW CONNECTION HAS MADE DEFINITE CONTRIBUTION TO BERLIN'S ECONOMY THROUGH THE INCREASE OF SWISS TOURISM HERE (REF B).

3. ACCORDINGLY, WE DO NOT THINK THAT FLIGHT OPERATIONS BETWEEN CYPRUS AND BERLIN CAN BE REJECTED OUT OF HAND. WE BELIEVE BERLIN'S VIABILITY, AS WELL AS THE VITALITY OF THE CORRIDOR REGIME, MUST BE GIVEN FULL CONSIDERATION BY THE
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THREE POWERS. OUR PRELIMINARY IMPRESSION IS THAT COMMERCIAL FACTORS SHOULD NOT BE OVERRIDING. WE SUGGEST THAT USCAA TAKE ADVANTAGE OF JANUARY 13 VISIT TO REVIEW POLITICAL POINTS, AND THAT ACTION VIS-A-VIS AEROAMERICA BE DEFERRED UNTIL THESE POINTS ADDRESSED. IN THE MEANTIME, WE WILL SEEK VIEWS OF FRENCH AND BRITISH HERE.

4. IN THE INTERIM WE BELIEVE HANLEY'S BLANKET REFUSAL TO AGREE TO "ANY" FLIGHTS BETWEEN BERLIN AND ERCAN MUST BE REJECTED IN PRINCIPLE, WHATEVER THE OUTCOME OF THE WET LEASE ISSUE.
GEORGE

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